



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX02/20

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

**[Signed C. Martin]**

Craig Martin

Executive Manager, Regulatory Services & Surveillance

28 January 2020

### **CASA EX02/20 — Standard Take-off and Landing Minima (Air Atlanta Icelandic) Exemption 2020**

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#### **1 Name**

This instrument is *CASA EX02/20 — Standard Take-off and Landing Minima (Air Atlanta Icelandic) Exemption 2020*.

#### **2 Duration**

This instrument:

- (a) commences on 1 February 2020; and
- (b) is repealed at the end of 31 January 2023.

#### **3 Definitions**

*Note* In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: *aerodrome*, *air traffic control*, *low-visibility approach*, *low-visibility operation*, *low-visibility take-off*, *pilot in command* and *runway visual range*.

In this instrument:

*ATC* means air traffic control.

*CAT* means category, and refers to the various categories of precision approach operations mentioned in this instrument.

*DH* means decision height.

*LVO* means low-visibility operation.

*LVP* means low-visibility procedures applied by ATC at an aerodrome for protecting aircraft operations during conditions of reduced visibility or low cloud.

*M/M* means the particular make and model of an aircraft.

*RVR* means runway visual range.

#### 4 Application

This instrument applies in relation to Air Atlanta Icelandic of Iceland, ARN 541346 (the *exempted operator*), if:

- (a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): B747-400, B747-400F; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

#### 5 Exemptions

- (1) The exempted operator is exempt from compliance with subregulations 257 (3) and (4) of CAR in relation to the flight.
- (2) The pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and (4) of CAR in relation to the flight.

#### 6 Conditions

- (1) It is a condition of the exemption in subsection 5 (1) that the exempted operator ensures compliance with the requirements mentioned in subsection (3).
- (2) It is a condition of the exemption in subsection 5 (2) that the pilot in command of the aircraft ensures compliance with the requirements mentioned in subsection (3).
- (3) The requirements are:
  - (a) the aircraft must comply with the meteorological minima for LVO and associated requirements set out in Schedule 1; and
  - (b) the requirements for LVO mentioned in Schedule 2.

### Schedule 1 Operating minima for LVO

#### Low-visibility take-off minimum

- 1 An aircraft of a kind mentioned in column 1 of Table 1, must not conduct a low-visibility take-off from the aerodrome if the reported RVR for the take-off is less than the meteorological minimum in column 2 of the Table.

**Table 1: Low-visibility take-off minimum**

<b>Aircraft M/M (column 1)</b>	<b>Meteorological minimum (column 2)</b>
B747-400, B747-400F	150 m

#### Low-visibility approach minima

- 2 An aircraft of a kind mentioned in column 1 of Table 2, when conducting a low-visibility approach operation mentioned in column 2 of the Table:
  - (a) has the RVR meteorological minimum in column 3 of the Table for the low-visibility approach operation; and
  - (b) must apply the DH mentioned in column 4 of the Table for the low-visibility approach operation.

**Table 2: Approach minima and requirements**

<b>Aircraft M/M (column 1)</b>	<b>Low-visibility approach operation (column 2)</b>	<b>RVR minimum (column 3)</b>	<b>DH (column 4)</b>
B747-400, B747-400F	CAT II	300 m	100 ft
	CAT IIIA	200 m	50 ft

## **Schedule 2 Requirements for LVO**

### **Operating minimum and procedures**

- 1 The requirements for conducting LVO are the most restrictive of the requirements in the following:
  - (a) this instrument;
  - (b) the LVO authorisation issued to the exempted operator by the Icelandic Transport Authority and the terms and conditions for LVO associated with that authorisation.

### **Approach ban**

- 2 For landings, the following approach ban rules apply:
    - (a) when making an approach, the pilot in command of the aircraft must not continue beyond 1 000 ft above aerodrome elevation if a controlling zone RVR is reported by ATC as continually less than the specified minimum for the landing;
    - (b) if, after passing 1 000 ft above aerodrome elevation, a controlling zone RVR is reported by ATC as falling below the specified minimum, the pilot in command of the aircraft may continue the approach to the minimum.
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